

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4530.

日二十月三年十三緒光

WEDNESDAY, APRIL 27, 1904.

三拜禮

號七廿月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office: YOKOHAMA.
Branches and Agencies:
TOKIO, NAGASAKI, KOBE, LONDON, NEW YORK, LYONS, SAN FRANCISCO, HONOLULU, SHANGHAI, HANKOW, TIENTSIN, PEKING, NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent. per annum.

TARO HODSUMI, Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
STERLING RESERVE \$10,000,000
SILVER RESERVE \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.
E. GOETS, Esq., H. W. SLADE, Esq.
A. HAUPT, Esq., C. A. TOMES, Esq.
H. SCHUBERT, Esq., E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG: J. R. M. SMITH.
SHANGHAI: H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.
Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE: HONGKONG.
Board of Directors:
Chan Kit Shan, Esq., J. Focke, Esq.
Creasy Ewins, Esq., G. C. Moxon, Esq.

CHIEF MANAGER:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 1/2 %
Hongkong, 4th February, 1904. [18]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tals 5,000,000
HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.
Hongkong, 12th April, 1904. [24]

TO LET.

NO. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAVA EAST.
"ROSENEATH," KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hankow, 6th April, 1904. [462]

TO LET.

No. 71, WYNDHAM STREET.
CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes. And others to suit various requirements.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd.
Hongkong, 26th February, 1904. [49]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.
Hongkong, 4th December, 1903. [26]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 27th April	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	PERA	About 2nd May	Freight.
LONDON, &c.	MALTA	May 7th, Noon	See Special Advertisement.
SHANGHAI	SINLA	About 8th May	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th April, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAVARN	WEDNESDAY, 25th May.
OLDENBURG	WEDNESDAY, 8th June.
SACHSEN	WEDNESDAY, 22nd June.
ZIETEN	WEDNESDAY, 6th July.
SEYDLITZ	WEDNESDAY, 20th July.
ROON	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 31st August.
PRINZ HEINRICH	WEDNESDAY, 14th September.
MEISNAU	

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship "BAVARN," of the NORDDEUTSCHER LLOYD, Captain H. FÖRMES, with PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 23rd May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Liqueur can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th April, 1904. [3]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

GOLD REEF BRAND

Pure Cream.

PURE RICH THICK CREAM. Sterilized by special process, will keep good and sweet under the most trying conditions.

QUARTER TINS - - - - 30 Cents.

HALF TINS - - - - 40 "

TINS - - - - 60 "

Sample Tins FREE on Application.

LANE, CRAWFORD & Co.,

Sole Agents for China and Manila.

Hongkong, 8th April, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from Hongkong to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

Intimations.

All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonosaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinosu, Sasebo, Milko, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.
N. INUZUKA, Manager, Hongkong. [C]

TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

AMERICAN WHISKIES.



OLD CREMONE WHITE RYE.

WATERMILL SOUR MASH.

HIGH BALL KENTUCKY RYE.

FINE OLD BOURBON (IDES).

O. K. BOURBON.

PURE AMERICAN RYE.

MOUNT VERNON RYE.

CALBECK, MACQUEGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

Hongkong, 2nd April, 1904. [42]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WEISBACH CO.,
VIENNA.

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

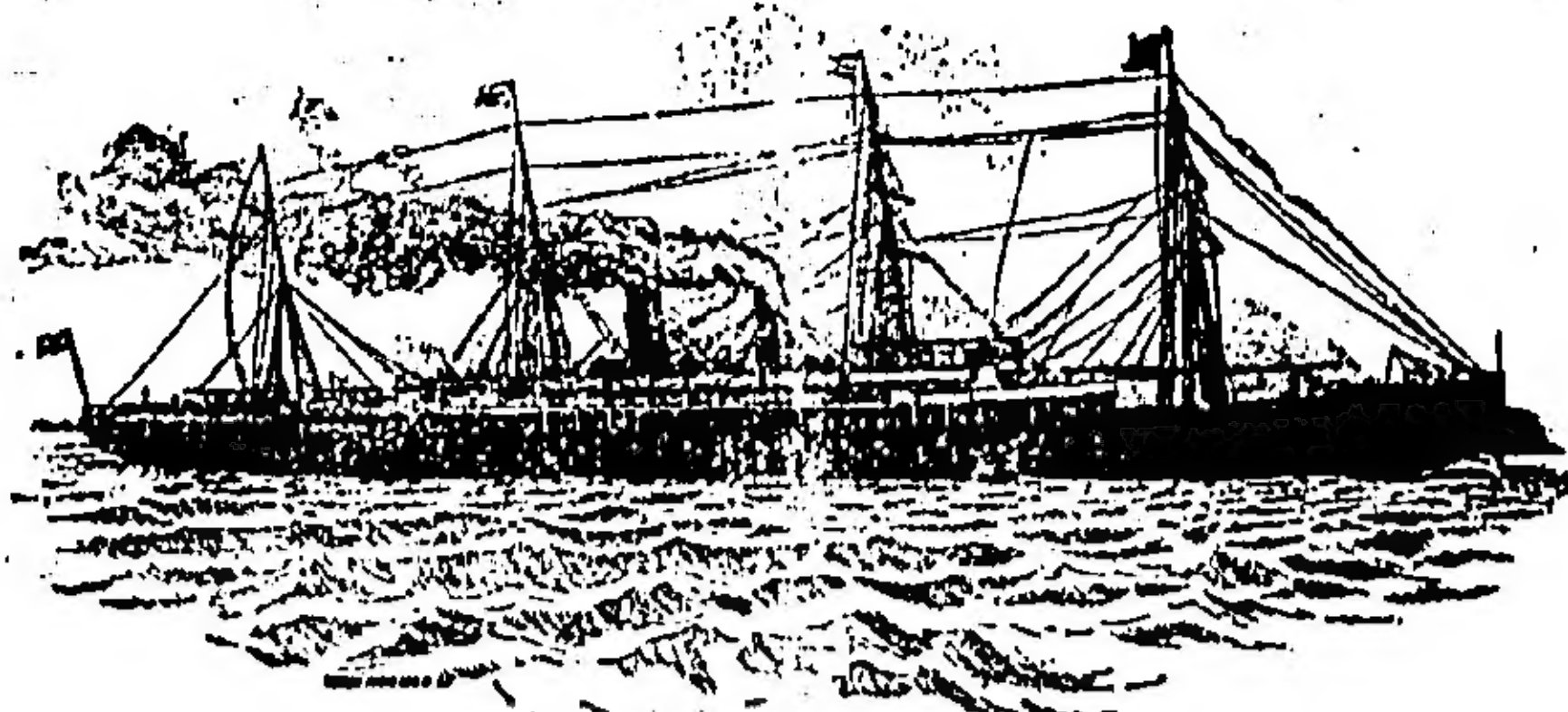
BEWARE OF INFERIOR IMITATIONS

KRUSE & Co.,
CONNAUGHT HOUSE

[34]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	THURSDAY, 12th May, at Noon.
"KOREA"	11,276 "	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205 "	SATURDAY, 4th June, at Noon.
"MONGOLIA"	"	THURSDAY, 16th June, at Noon.
"CHINA"	5,000 "	TUESDAY, 28th June, at Noon.
"DORIS"	4,784 "	SATURDAY, 9th July, at Noon.

The P. M. S. S. Co.'s steamer "ALGOA" will leave for San Francisco, via Moji, Kobe and Yokohama on or about May 7th, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. S. S. Co.'s Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and to other ports of Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

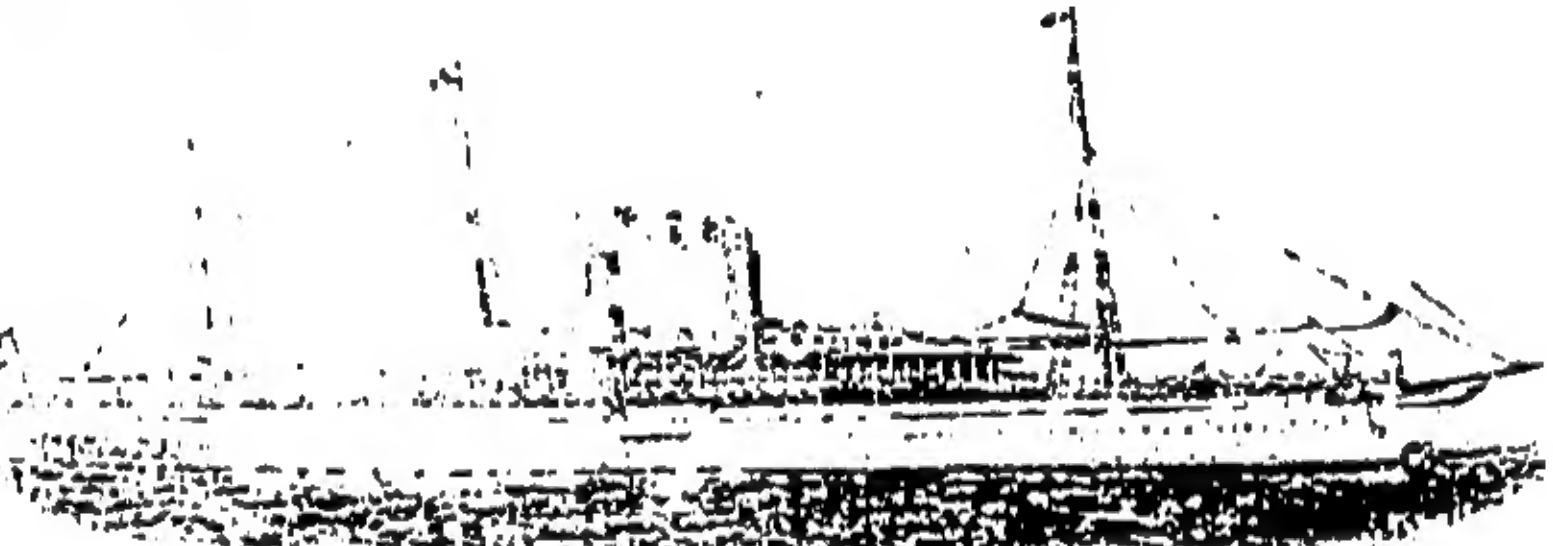
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route: passengers enjoy outdoors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th April, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.
"TARTAR"	4,425 "	SATURDAY, 21st May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

E. BROWN, General Agent,

9, Pedder's Street.

HAMBURG-AMERIKA LINIE.

OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th May. Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	17th May. Freight.
STRASSBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st May. Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	14th June. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	28th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 27th April, 1904.

GO TO THE
KOWLOON HOTEL,
K'OW'LOON. J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of May	SPORE & JAVA PORTS	First half of May
TJILAJAP	JAVA via MACASSAR	Second half of April	JAPAN	Second half of April
TJIMAH	JAVA via MACASSAR	Second half of May	JAPAN	Second half of May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 8th April, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM

40]

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

EYE-SIGHT.



MR. N. LAZAUS

May be personally consulted SPECTACLES.

No charge for testing eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwa.

15, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1902.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY
PER CENT. upon contributions for the
year 1903 has been declared.

WARRANTS will be issued on the 4th May.

By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 14th April, 1904.

[512]

NOTICE.

THE WINDSOR GARDEN AND
RESTAURANT

is now the sole property of the undersigned
F. HUBER who is responsible for and will
settle all business debts incurred up to the
date hereof by himself or the joint partners.
The interest and responsibility of the under-
signed MAX JACOBS in the above restaurant
has entirely ceased.

MAX JACOBS.

FRED. HUBER.

Hongkong, 25th April, 1904.

The business remains closed until further
notice.

FRED. HUBER.

[551]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

16, DES VŒUX ROAD CENTRAL,

HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

[E]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

HARTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

[501]

[501]

BUSINESS TRAINING COLLEGE.

NEAR G. P. O., HONGKONG.

ENGLISH, CHINESE, JAPANESE,
FRENCH, RUSSIAN, PORTUGUESE
as used at Macao, all INDIAN TONGUES,
and other Languages.

Translations made for the Public.

Typewriting taught on the blind touch

system.

Shorthand; "Up-to-date" or Pitman's system

taught.

Typewriting Copies made for the Public.

NOTE:—On and after the 1st of May next

the Fees for the "Up-to-date" Shorthand will

be considerably increased.

Canton Branch Studio, 144 Shameen.

For Postal Lessons, etc.; Circulars, Post Free.

Hongkong, 23rd April, 1904.

[547]

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 15th August, 19

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF
Captain W. G. SIMPSON, R.M.,
ON
FRIDAY,
the 29th April, 1904, at 11:30 A.M., at No. 3,
Cameron Villas, The Peak,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
contained therein.
Particulars as per Catalogues.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 25th April, 1904. [550]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 30th April, 1904, at Noon, alongside the
Douglas S.S. Co.'s Wharf,
The Steam Launch "BERTHA,"

Length 59 feet;
Breadth 9 feet 6 inches;
Depth 6 feet 7 inches;

Built of Teakwood, and Copper Fastened,
Metal Sheathed with Awning Complete. Boiler
4 ft. 4 in. by 6 ft. 6 in. in good order. Certificate
granted for 75 lbs. pressure. Size of
Engine—Cylinders 9 and 15 inches by 9 inch
Stroke.

TERMS—As usual.

For further particulars apply to
HUGHES & HOUGH,
Auctioneers,
Hongkong, 23rd April, 1904. [544]



GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to
be held on MONDAY, the 2nd day of May,
1904, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Officer Administering the Government, of
One Lot of CROWN LAND, at Star Street
in the Colony of Hongkong, for a term of 75
Years, with the option of renewal at a CROWN
RENT to be fixed by the Surveyor of His
Majesty the KING, for one further term of 75
years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Content in Square Feet.	Annual Rent.	Upset Price.
1	Star Street	74 ft. 8 in. by 50 ft. 6 in.	3,753.54	54	£1,501

Hongkong, 25th April, 1904. [542]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept all first
Class FIRE and CHINESE RISKS at
CURRENT RATES.

STERNSEN & CO.
Hongkong, 24th April, 1904. [52]

Notice of Firm.

NOTICE.

WE have this day authorized Mr.
J. W. C. BONNAR to sign the name of
our firm in Hongkong and China, by
procuration.

GIBB, LIVINGSTON & Co.
Hongkong, 22nd April, 1904. [540]

For Sale.

FOR SALE.

GENUINE CARDIFF AND JAPAN
COAL.

Apply to
RITCHIE & Co.,
39, Des Vaux Road,
Hongkong, 22nd April, 1904. [539]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,
Hongkong, 2nd April, 1904. [51]

Intimations.

4 DAYS ONLY.

THE fees for the "UP-TO-DATE
SHORTHAND" will be increased.

As the last day of April is on an early closing
day, and Sunday is the 1st of May, the pay-
ment of \$50 to completion for the full course
of 21 lessons may be made not later than
Monday next. If you enrol before that date
you may take your lessons at your leisure—in
a month, or 6 months.

The dull pupil pays no more than the bright
one. Pupils must be perfect in the 1st lesson
before we supply a second.

If may be learned quite as well by post as
attending the Studios at Hongkong or Canton.
It is not a school or a class; you come for ten
minutes, take your lesson, and return smiling
for the next. It is so easy you laugh at its
simplicity. Those who say "It's no good,"
ask them their authority. Those who say "It's
a fraud," ask for proof. Bring such sceptics to
me, please.

Business Training Studios, Hongkong
(near G.P.O.)

Canton: 44, Shameen.

WARWICK PELLE, Principal.

Hongkong, 26th April, 1904. [549]

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINKS: 25 Per Quarter.

NO CHARGE FOR INITIAL
INSTALLATION.

N.B.—A Special Charge is made for Lines
of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS: 1, ICE HOUSE ROAD,

W. STUART HARRISON,

A.M.I.C.E.,
Manager.

Hongkong, 12th April, 1904. [61]

A COASTING STEAMER IN JAPAN.

Let us take a trip in a steamer of medium
size, 600 tons or thereabouts, probably now
engaged in transporting troops to Korea, but
to-night she is on her daily run to Shikoku. A
prolonged hooting tells that in half an hour she
will be off, and the busy little "toya," or steamer
agent, through whom—for nothing can be done
directly in Japan—we have taken our tickets,
comes round to collect our luggage in a small
hand-truck and to assure us that it is time to
start. Our lodging, at what used to be called
the Foreign Concession in Osaka in passport
days, is close to the wharf, so we may dispense
with "rickshaws" and walk down past several
steamers, each with a huge lantern hung at its
side announcing its destination in big black
characters painted on the oiled paper. Our
boat is just getting up steam, and we must
follow the "toya" across a rickety landing-stage
and clamber in at a dark hole in the side of the
ship whence issues a scent in which the dried-
fish cargoes of many past years are commemo-
rated and the presence of much edible seaweed
and a large concourse of third-class passengers
is unmistakably announced. We pass these
latter on our way to the better accommodation
provided for us. On either side of a narrow
passage are three broad shelves spread with
coarse matting, on which, dimly visible in the
feeble light of a small oil lamp, squat or lie
rows of blue-clad forms, some few composed to
sleep, but most of them men and women alike,
smoking to while away the time and comfort
their hearts, so that the air is somewhat thick,
and we turn with relief into the fishy passage
and hurry past the engines into our first-class
cabin.

This is a room about eight feet square, car-
peted with ordinary "tatami," the beautifully
woven and padded straw mats of Japan. The
red velvet rushioned seat that runs along under
the three portholes would appear to be for pur-
poses of luggage, for our fellow-passengers have
already deposited theirs upon it. We must re-
move our shoes before entering, and then the
"toya" leads us to the corner reserved for us,
and, placing our luggage beside us as we sink
on to our heels, he departs with many bows,
and wishes that we may have a calm passage.
Then appears the cabin-boy, resplendent in
black coat and fairly white shirt front and
collar, politely bowing his head to the floor, to
ask if we will have "futon"—i.e., the wadded
quilts which form a Japanese bed. He soon
brings a couple, and spreads them side by side,
a little round bolster stuffed with bran at the
head of each. Then, undoing our rugs, he
begs us to spread ourselves with "honourable
slowness" and rest, for boat will soon be start-
ing, and the night will surely be calm.

But first let us take a look at our fellow-
passengers. A stout old gentleman in rustling
silks, probably an Osaka merchant, is medita-
tively smoking over the charcoal brazier in the
middle of the cabin. Two men in faultless
foreign attire are likewise smoking and dis-
cussing education; probably they are two
scholarship dignitaries of the provincial town for
which we are bound. In the corner is a lady
clad in soft, grey silks, with her hair elaborately
arranged into large smooth black bows, and
her neck poised on the velvet-covered stand,
five inches high, which serves her as a pillow
without interfering with her coiffure. Her eyes
are closed, and she is passively awaiting the
terrors of the tossing deep. Beside her an old
lady, her shiny head, guileless of a single hair,
is calmly smoking a long pipe; and two priests
with shaven crowns and black and yellow robes
make up the party.

There is a great tramping overhead. The
mats have just arrived, and are being stowed
in a small cupboard on deck. Then the ropes
are loosed, and with a long-drawn trumpeting,
repeated every few minutes, our boat is fairly
off, feeling her way in the darkness down the
crowded river. Our boy reappears, and pro-
ducing a round wooden tray with many tiny
bowls, he puts a handful of green tea into a
minute teapot. Then, taking the steaming
kettle off the brazier, he pours some of its con-
tents into a china cooler and thence into the
teapot, and then runs the teapot round the
bowls, depositing a teaspoonful or so of straw-
coloured liquid in each, warm and clear, with
a soupcon of tea-leaves at the bottom. These,
with a bowl of tiny, squishy red-bean cakes,
he hands round to each of us, begging us to
"honourably lift" it (to our lips). Our friends
now compose themselves for the night, while
the boy discreetly removes his shirt-front and
collar, hanging them up on a peg on the door
in readiness for the next port, and, begging us
all to honourably rest, he retires.

The air of the cabin is somewhat soporific,
and, despite our hard couches, we fall into light
slumbers, broken, however, in a couple of hours
by renewed trumpeting and much noise on
deck as we come up alongside the landing-
stage at Higo. Then for an hour is heard the
weird rhythmic song with which the coolies
lighten their toil as innumerable rice bales
are passed from hand to hand. The door opens,
and another passenger appears and somehow
manages to insert himself among the recumbent
forms. A fresh bellow from the funnel, and we
are off again. It soon becomes apparent that
fresh air is a commodity somewhat scantily
supplied on our little steamer, and towards
morning we have evident tokens that we are in
the agitated neighbourhood of the great Naruto
whirlpool, so that altogether it is a relief to
see daylight through the port-holes and to dis-
cover that our fellow-passengers are stirring.
We go up on deck and take a look round.
Many of the passengers are on deck. Several
are performing their morning ablutions, turn
by turn, in a small tin basin, supplied from a
bucket drawn up over the side. This is fol-
lowed by the assiduous use of a long-handled
brush as they stroll up and down the deck,
not being apparently indispendable to this
operation in Japan. Here is an old gentle-
man gazing at the eastern sky, and as the first
ray of the rising sun glids the surface of the
water he solemnly bows three times and claps
his hands at his morning devotions. At a little
sunk the cook is busily washing greens, and the
all-pervading fish smell takes on a tinge of cook-

ing. By and by the boy approaches and begs
us to take some breakfast; and we watch the
lacquered trays, each with red and black bowls
of fish, soup, and rice, with greens and dried
mush of a doubtful odour, go below without
feeling any desire to partake.

Now we are at the river's mouth, and must
wait for the quarantine officer to come on board,
escorted by two policemen in neat white-faced
uniforms and round caps, somewhat formidable-
seeming swords clanking at their sides. First
they inspect and count the crew, who are drawn
up in line, a somewhat ragged regiment, in grimy
coats and trousers, the officers distinguished by
gold lace on their caps and sleeves. Then
comes the inspection of the passengers, third
and second class, and lastly ourselves, the doctor
politely inquiring if our honourable health is
good. This ceremony being satisfactorily con-
cluded, he drops back into his boat with his
escort, and we resume our passage up the
river, past low sandbanks and rows of crooked
pine trees and small wooden houses where
housewives are opening wooden shutters and
drawing back paper windows to let in the
fresh morning air. Now the landing-stage is
in sight; rows of rickshaws expectant of fares
are drawn up along the river bank, and two
little red mail carts with two runners apiece in
neat blue uniform and large round hats. On
the stage are rickshaw men in tight blue
leggings and basket hats, several "toya" on
the look out for passengers and luggage, a few
early schoolboys, a little army of newspaper
men, a few people who have come "mukae ni,"
i.e., to honourably meet their friends, and
many and various idlers. As we come up
alongside, the dozen or so of mail bags are
tossed over, and passed from hand to hand till
they reach the mail carts, which start off at
top speed, with a warning jingle of loose iron
rings, towards the post-office. Next the news-
paper packages are handed over, and the
agents of the four rival papers race off with
much fun and shouting. Then the policeman
goes on board to see that all is well, and at
length the congested crowds of passengers
waiting in the narrow passage are allowed to
disgorge themselves out of the aforementioned
hole in the steamer's side. This is a somewhat
lengthy process, as most of the third-class pas-
sengers have large "kori," known in England
as "pilgrim baskets," slung on their backs and
tied round their necks with a coarse blue cloth,
and their hands full of many-coloured bundles,
for in Japan hand luggage is tied up in hand-
kerchiefs, except when the more moneyed can
afford to buy a brilliant carpet-bag. The wo-
men, too, have mostly babies tied on their
backs, so the passage through the three-foot
hole is not easy; but at last it is safely accom-
plished, and we stand on the bank, waiting till
our rickshaw men have disentangled our heavy
luggage from a pile of "kori" and white pig-
skin boxes and bundles tied up in matting.
The boy brings our rugs and receives a silver
coin carefully wrapped up in a sheet of white
paper, for it is not polite to give tips in Japan
"naked," i.e., without a covering. We slip it
into his hand, murmuring "O kuro sama," i.e.,
"honourable trouble" (you have taken on our
account), and he bows low and tucks us to again
honourably ride in his cabin, and we get into
our rickshaws and are off.—Ez.

A WOMAN WHO WORKS.

There is a story of a Monumental Artist who,
being bidden to carve on a tombstone the well-
known text,

"A GOOD WOMAN IS A CROWN TO
HER HUSBAND,"

found himself short of space, and put instead
"is to her husband." The life history of a
clever woman and a good wife, who has
certainly been worth many a crown to her
husband, comes from a Welsh mining town.
Mrs. Mary Hands, well known at Merthyr Vale,
keeps Greengrocery and General Shop for
herself, and keeps it remarkably well, while her



A CLEVER WOMAN WORKER.

husband pursues his own calling at one of the
neighbouring pits, where he is well known and
respected.

It is none too easy a task to be a good
woman of business and a good housewife as
well. Mrs. Hands is both. "To look after the
shop is a pleasure," was her cheery summary
of her feeling on the matter, and if she were
asked to give up the business, she would
assuredly regard the proposal with no favour.
Dr. Williams' pink pills are what enable her to
be so busy and so happy; and few who see
her would think that she was once a terrible
sufferer.

Talking to the representative of a local news-
paper at her home (12 Aberfair-crescent,
Merthyr Vale, Wales), Mrs. Hands, who is 27
years old said:

"Six years since I was laid low with a terrible
attack of rheumatism; three years later I had
enteric fever, which left me prostrated with
dropsy and heart disease. But thanks to Dr.
Williams' pink pills for pale people I am now
a strong and healthy woman.

"Many of my friends have expressed surprise
at my recovery. I need not tell you how
terrible the pains of rheumatism are. A slight
attack gives people a lot to grumble about, but
I had it in its worst form, and went through
agonising pains. When I had further to cope
with dropsy and heart disease I felt sure I could
not live much longer. No tongue could
describe what I have gone through, and I want

Intimations.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904

[39]

You to publish particulars of my cure so that
others who—poor things!—are suffering as I
have suffered may hear of the way to get better.
For months and months I had to be carried to
bed, being so weak and thin, and in the morn-
ing I had to be taken out and dressed again.
The people next door thought I was going to
die, and I used often to sit in my chair and cry
for hours at a time."

"And how did you hear of Dr. Williams' pink
pills?" asked the reporter. "Several people
advised me to try them," said Mrs. Hands,
"and I also saw cures reported in the news-
papers. But I didn't believe anything could
cure me after all the medicine I had taken.
However, I sent for a bottle, and I afterwards
bought another bottle and soon discovered
that my strength was returning. I persevered
with the pills, with the result that I now almost
look as if I have never had a day's illness in
my life. I can do all my work in the house,
and can go about anywhere and stand any
excitement. Strong? Yes, I can now do my
washing and fetch my bread from the bake-
house, which is some distance away from the
shop. I keep Dr. Williams' pink pills in the
house now, and occasionally take one as a
tonic."

Mrs. Hands is quite right in this respect.
No better tonic has ever been discovered. All
over the land there live strong men and women
who were once miserable invalids, but whom
Dr. Williams' pink pills have made strong.
These pills are not a cure all. They cure the
one thing that is the cause of most diseases—
poor blood. Acting on the blood, and on the
nerves through the blood, they have cured
anemia, bile, consumption, bronchitis, eczema,
gout, heart disease, paralysis, and the
ailments which women suffer in silence. It is
the genuine pills, not substitutes (which some
shopmen push), that cure. The full name on
the pink wrapper is a guarantee of genuineness.
Refuse pink pills that don't bear Dr. Williams'
name. You can send direct for the pills to Dr.
Williams' medicine company, Holborn-viaduct,
London, enclosing the price, two shillings and
ninepence for a bottle, or buy them at any
honest shop, where they sell you what you ask
for. [32]

Intimations.

WANTED.

AN ENGLISH-SPEAKING CHINESE
MASTER FOR SAI-YING-PUN SCHOOL.
Salary \$30 per month.

Apply to—
INSPECTOR OF SCHOOLS.
Hongkong, 25th April, 1904. [555]

WANTED.

THREE COMPOSITORS
Apply to—
"HONGKONG TELEGRAPH" CO.
Hongkong, 19th April, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

To Let.

TO LET.

A HOUSE IN KNUTSFORD TERRACE
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 25th April, 1904. [554]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

TO LET.

MEIRION, Nos. 1 and 2,
BOWRING VILLAS, No. 2.
Apply—
HUGHES & HOUGH,
8, Des Vaux Road,
Hongkong, 2nd April, 1904. [463]

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China.
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accu-
rate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " " " " " " " " " "	10 " "
12 " " " " " " " " " "	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.,
1, Ice House Road,
Hongkong.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual general meeting of the members of the Hongkong General Chamber of Commerce was held at the Chamber Room, City Hall, at 3.30 p.m., to-day for the purpose of receiving the Committee's reports and accounts for the year ended 31st December last, electing the Committee for the ensuing year and transacting general business.

The annual report was printed in our issue last evening.

There were present Mr. E. A. Hewett, (chairman), Mr. D. R. Law, (vice-chairman), Messrs. A. Haupt, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. G. Wood, (committee), A. R. Lowe, (secretary), G. C. Moxon, H. P. White, D. E. Brown, Andrew Forbes, T. Lechane, W. B. Dixon, G. W. F. Playfair, J. R. Michael, E. S. Wheeler, W. D. Graham, A. Marty, M. Stewart, O. I. Ellis, E. Orniston, G. Curje, C. H. Thompson, C. A. Tomes, W. T. Harrison, T. Hodsum, A. S. Mihara, W. Danby, H. Wicken, J. J. Leiria, W. S. Harrison, H. Skott, G. de Champeaux and others.

On the proposition of the chairman, seconded by the vice-chairman, the minutes of the last annual meeting, held on the 19th May, 1903, and of the special meeting, held on the 12th August, 1903, with regard to the election of a representative for the Chamber on the Legislative Council, were passed.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—The report and accounts of the Chamber for last year have been in your hands for some days and we will, therefore, with your permission, take them as read. I will offer a few remarks on the more important questions which have engaged the attention of your Committee during 1903, and will then ask those members who may wish to do so to address the meeting. For sake of convenience, I will take the various matters dealt with in the report in due order. The question of the Brussels sugar convention has recently engaged the earnest attention of the Committee. In order that full protection under this convention be secured for our important local sugar industries, certain suggestions have been made to the Government here with a view to the possibilities of the future rather than to the actual needs of the present. At our last annual meeting we had to express regret that the Hongkong Government declined to accede to our request that all those employed as pilots in the waters of the Colony should be licensed. As you are aware the Chamber has again urged this, and a bill has recently been brought before the Legislative Council dealing with this important question. The ordinance appears to fully meet the requirements of the case and we trust it will not be long before the pilot service is placed on a satisfactory footing. In August last, His Excellency the British Minister to China while on his return to Peking, was good enough to agree to meet the Committee of the Chamber, and in the report will be found the address presented to him which dealt with a number of important questions. Sir Ernest Satow fully discussed these various matters and expressed his desire to do all possible to further the interest of our trade with China and his readiness to give full consideration to such representations as the Chamber might make to him. Last summer the Viceroy of Canton, being anxious to increase the revenue of the Province, endeavoured to revive the illegal taxation on foreign opium attempted the previous year by his predecessor. The excuse for this impost being one very generally put forward by the native officials when additional funds are required viz:—the payment of the War indemnity. A telegram was at once despatched H. B. M. Chargé d'Affaires at Peking, protesting against this proposed violation of treaty and, thanks to the prompt action of Mr. Townley and the British Consul General at Canton, the tax has been "suspended," but it is very evident that it will be necessary for the Chamber to continue to keep a careful watch upon our trade relations with China in order to prevent the officials from levying illegal taxes when pressed for funds. (Applause.) As mentioned at our last annual meeting, the question of the compulsory adoption of an official code vocabulary drawn up by the Telegraph Companies has been again before us, and a telegram was therefore sent to the London Chamber of Commerce protesting on behalf of this Colony against this proposal. The objections raised have been so universal among business communities that it is to be hoped this vexed question has been finally disposed of. With regard to the currency question, since our last meeting the decision of the Secretary of State for the Colonies has been given, which is to the effect that, "It was out of the question to entertain the idea of adopting a gold standard for Hongkong while China retained her silver standard." As a first step therefore towards a uniform currency for China, and the placing of the provincial mints under the control of the Central Government, but it is with regret that we find up to the present nothing further has been done in this direction. From time to time attention has been directed to the Crown Agent system, and some correspondence has passed on this subject between this Chamber and that of Ceylon. In order to more clearly form an opinion on the matter a series of questions was drawn up and presented by our representative at the Legislative Council. While the Committee are not prepared to say that it would not be possible to effect improvements in the working of the system, they are of opinion that it is decidedly to the advantage of the Colony that the Crown Agent system should be continued. During the year under review several questions relating to the shipping interests of the Colony have engaged our attention. While it is admitted that regula-

tions are necessary for dealing with vessels bringing explosives into the harbour, the Committee cannot but consider that the manner of enforcing the regulations constitute an unreasonable and vexatious restriction on the trade of the port, and that the regulations might with perfect safety be modified. After considerable correspondence some slight concession was obtained from the Government and it now remains to be seen whether that result will prove satisfactory. The question of medical inspection of vessels is an old one, having been dealt with by the Committee in 1877 and again in 1901. After giving the new scheme a fair trial, the Committee are unanimously of opinion that the time has now arrived when the posts of Health Officer of the Port and his assistants should be held by officials devoting their entire time to the work, to the exclusion of private practice; in fact, that the system should be here adopted which now obtains in many British ports where the number of entrances and clearances is far smaller than in Hongkong, which now ranks as one of the largest shipping ports in the world. The Committee intend to again address the Government on this subject, and trust that on further consideration the reasonableness of their request will be admitted. They feel convinced that in this matter they can rely on the support of all those members of the Chamber who are directly interested in shipping. (Applause.) We are glad to be able to record that the Government has, after considerable correspondence, agreed to effect certain improvements in the signalling of storm warnings, and trust that the practical experience which will be obtained during the approaching typhoon season may show that the change effected will result to all that has been hoped for it. One other point affecting the shipping requires to be dealt with. I refer to the Immigrant Ordinance. This bill as originally put before the Legislative Council was of such a nature as to give rise to the greatest uneasiness on the part of those whose business it is to protect interests of shipowners trading with the Colony. A protest signed by the shipping companies here represented, and while the bill was not abandoned, as we had hoped might be the case, still very important modifications were obtained in committee, and we can only regret that the efforts of our representative in this direction were not more successful. I consider it necessary to specially direct attention to this bill as the whole prosperity of Hongkong so largely depends upon the facilities and encouragements given to shipping to visit the port. I fear that this fact is sometimes lost sight of, and that from time to time attempts at legislation are suggested, and not infrequently carried out, calculated to impose undue restrictions and expenditure on the shipping, which in the aggregate from such a tax, either by loss of time or by actual expenditure, as to tend to discourage shipping, from visiting the Colony. It must be remembered that the position of Hongkong as a distributing centre is not impregnable. This is a point which cannot be too strongly urged. Turning to questions of a wider interest which still closely concern the welfare of our Colony, I would refer to the opening of Hongkong as a treaty port, and the establishment of a number of ports of call on the West River to the benefit of the large and increasing native passenger traffic. It is but right that acknowledgment should be made of the manner in which the officials of the Imperial Maritime Customs have endeavoured to prevent difficulties arising in connection with the work of opening this port, and also of the able assistance rendered by Mr. Fox, H.B.M.'s Consul (Applause). While on the question of new treaties, I would also mention that the Committee of the Chamber has addressed the British Minister at Peking with regard to the advantage which would accrue to the Colony through the opening of Wai-chow to foreign trade. You will recollect that Article VIII of the Shanghai Treaty of 1902, provided for the opening of this city, but as it will probably be some time before this section of that Treaty becomes operative, the Committee consider efforts should be made to have Wai-chow opened without further delay. I would add that, in our opinion, the Treaty port area should also include the sister city of Kwei-shin. The question of piracy on the West River continues to be one requiring constant attention, though I am glad to be able to add that during the past year complaints of this nature have not been so frequent as in the past. During the last few weeks, however, there have been some cases of piracy, and it is evident that the local Chinese officials have never attempted to seriously deal with this evil. The only means of finally disposing of this question is to break up the piratical villages, the positions of which are perfectly well known to the Chinese authorities. Although considerable time has elapsed since the question of the removal of the barriers in the Canton River was dealt with officially by this Chamber, we understood privately that matters were progressing favourably, and that before long the barriers would be removed. We regret to find that in this, as in other matters of hope for improvement, no advance has been made by the local Chinese officials. While most scrupulously exacting due observance of the terms of the Treaties limiting our relations with China, the native officials consistently evade their own obligations whenever possible. The delay in removing the barriers is yet one more instance of their bad faith, and it is to be hoped that the necessary steps will be taken to compel the Chinese to remove these barriers within the time stipulated by Treaty. Improvement in the lighting of the Canton River is another question which requires attention, and we have reason to believe that the importance of this has not been lost sight of, and that steps are being taken both by the Colonial Government and the Chinese Imperial Maritime Customs to deal with it. The great increase which has, of recent years, taken place in the steamer traffic between Hongkong and Canton renders it more than ever necessary

that this improvement should be effected with the least possible delay. (Applause.) Progress with the new Commercial Treaties with China has been slow and the present political situation in the Far East is not calculated to facilitate matters in this respect. The text of the New American and also the Japanese Treaties have been published and while some objections have been made to certain omissions in the former, they are both in some respects improvements on the British treaty. It is satisfactory to find that the payment of duties in silver is ensued under the terms of these Treaties. We understand that the German Treaty will also shortly be ready for signature, but so far as I am aware the text has not yet been published. The agitation now being carried on at home with regard to the fiscal policy of the Empire has naturally attracted much attention in this Colony, and while the time has not yet arrived to deal seriously with the question we have good ground for stating that the majority of the British business community here is agreed that a change should be made so as to place British trade on an equality with its rivals in the world's markets. I need only cite as an example one section of our business viz: Shipping. It is obvious that if we are to hold our position against foreign competitors equal facilities should not be granted them with our shipping in British ports unless we in turn receive in their ports the same favourable treatment accorded to their own shipping. (Applause.) This is the majority of cases is denied to us. The whole question of fiscal reform is as yet very much in the clouds, but nevertheless very nearly concerns the Colony, and the Committee will therefore continue to follow closely the movement at home, and should it ultimately be decided to seriously deal with the whole question no doubt full opportunity will be offered us to give our views on any matter which is calculated to effect the prosperity of Hongkong. It must of course always be borne in mind that Hongkong, while a British Crown Colony, is chiefly a port of call for shipping. Its local productions are practically nil and its manufactures limited. An enormous volume of trade, a large percentage of which is non-British, centres here for distribution to China, the Philippines and other non-British territories, and consequently we must strain every nerve to attract this foreign trade to our port, and we cannot in our own local interests therefore regard this question of fiscal reform from the strictly Imperial point of view, which may be possible or desirable in other outlying portions of our Empire. I have reserved to the last what I think you will agree is to Hongkong the most important question as far as this Colony is concerned that has arisen during the past few years, although it has not as yet been formally dealt with by this Chamber. I refer to the proposed Canton-Kowloon Railway. (Applause.) Throughout the whole of China we see new railways being projected and in some cases actually completed, mainly I regret to say by the enterprise of those other than British. The race is to the swift, and we cannot grudge the well earned success of our commercial rivals, who, under other flags, press forward where our British investors apparently fear to tread. The British investor, I am informed on high authority, does not care to put his money into railways in China, and in view of the aid which other Governments render their nationals while our Foreign Office refuses to give us equal support, it is not perhaps surprising that British concessions for railways in China languish, while we see foreign capital freely spent in developing foreign concessions. The Under-Secretary of State for Foreign Affairs, speaking on behalf of the Foreign Office, is reported at a recent gathering in London to have made a statement to the following effect:—"We are alive to the importance of railway development in civilising a country and in promoting its commercial development, but in China we had not ourselves administrative responsibility and the work must be done by the foresight, motives and self-interest of private capitalists." This, I think, fully explains, and in a manner justified, the attitude of the British investor. Whether or not the Under-Secretary of State has been correctly reported, I am not in a position to say, but even though he may not have made use of the words above quoted the policy of the Foreign Office as understood by us is here clearly defined. The time has now arrived however when an exception should be made to this policy. As I have already stated, the prosperity of this Colony depends upon its maintaining its position as a distributing centre for the trade of South China. This being the case, it is imperative that the first railway line connecting Canton with the sea should be the Canton-Kowloon Railway. If funus for this line, estimated at a million and a half sterling, cannot be raised by other means, then our Foreign and Colonial Offices should join hands. This Colony should be allowed to guarantee for a term of years the interest on the capital required for the section of the line across the New Territory, or, if necessary, should construct and own the line, while the Home Government should, for once, in the interests of British trade in China, break through its traditions and guarantee the interest on the cost of that section outside the Colony. (Applause.) The distance is somewhere about 120 miles, of which one-fifth would be in Hongkong territory, and the cost of this section of the line would be about one-third of the whole. The importance of this question, both from a local and Imperial point of view, is so great that I make no apology for dealing at such length with the matter. Since our last meeting the war cloud which has been hanging over our heads for so long has burst, and we grieve to see two brave nations involved in a contest which, whatever the result may be, must mean heavy loss in life and treasure to both. Already the results of this conflict have been severely felt by the business section of this community, and we hope, not entirely on selfish grounds, that the struggle may be brief, leading to a shorter period of distress and to minimise the disastrous re-

sults of the war. (Applause.) Before I take my seat I feel I should like to refer to matters of more direct personal interest. Our late Governor, Sir Henry Blake, after many years spent here, has now been transferred to another sphere of activity. (A voice: "Thank goodness.") A somewhat unusually long interregnum has occurred between his departure and the arrival of his successor, but we were glad to find that H. M. Secretary of State has appointed for Administrator so experienced and able an official as the Colonial Secretary (Applause). Still another official who, while not connected with the Government of Hongkong has been closely linked with the trade of the Colony has recently left us. I refer to Mr. James Scott, H.B.M. Consul General at Canton. It was with sincere regret we bade Mr. Scott farewell, particularly in view of his health having so seriously suffered during the discharge of his onerous duties. I believe I am right in saying that there is good reason to fear Mr. Scott may not return to China, and I take this opportunity, therefore, of placing on record our high appreciation of the energy and ability always displayed by him in the execution of his work. I feel confident that all those members of the Chamber who have had dealings with Mr. Scott will readily endorse what I say. (Loud applause.) While it is the object of the Chamber of Commerce to deal with all questions relating to our trade as they arise and so far as may be provided for future contingencies, it is well occasionally to give a glance backward, and to recall those who have worked in the past and by whose labours we now benefit. During the past year a very notable figure has disappeared from the scene, and while it is perhaps somewhat invidious to make special reference to one when so many did good work, still the unique position he occupied must be my excuse for mentioning the name of Admiral of the Fleet, Sir Henry Keppel. Admiral Keppel, as we all know, specially distinguished himself in the earlier days of the Colony by his brilliant services under fire, and also against the piratical craft, which then swarmed in these waters, while later he was very closely connected with the history of Hongkong. He has now passed to his rest, full of years and honour, leaving behind him a reputation which all must regard as a high example of good service, fearlessly rendered in the interests of the Empire. We have recently had brought before us, in a forcible manner, the advantage which lies with those who hold the command of the sea and it is upon occasion to recall the debt we owe to His Majesty's senior service and to remember that their presence here means security to our trade in these far distant waters and ensures the safety of all those who dwell under the shadow of our wide-flung flag. (Applause.) With these remarks, gentlemen, I beg to propose the passing of the report and accounts.

Mr. Wheeler, in seconding, referred to the question of explosives on board steamers, the medical officers of the port, the currency proposals, and the vital importance of steps being taken in connection with the Kowloon-Canton railway.

Mr. Michael dealt with the currency question, observing that he hoped they would soon "arrive in sight of some settlement of this great hindrance to the development of legitimate trade." In alluding to the railway, he said it was high time it was completed, and trusted the Chamber would use its influence with the Government to induce them to assist with that section of the line which had to pass through British territory.

The Chairman assured the meeting that, as it was the wish of the members, that the Chamber should deal with the question of the line, the Committee would take the matter in hand, and would also continue taking action regarding the currency question.

NEW MEMBERS.
The names of those admitted to membership since the last meeting were confirmed, with the addition of Messrs. D. Macdonald & Co.'s name.

COMMITTEE.
The committee was re-elected, with the exception of the Hon. C. W. Dickinson, who is shortly leaving the colony. Mr. J. Gresson was appointed to the vacancy.

The proceedings then terminated. A full report of the proceedings will appear in our issue to-morrow.

SHOCKING TRAGEDY

AT SINGAPORE.

A shocking tragedy occurred in the early hours of this morning, reports the *Straits Times* of 20th inst., when a German named Warburg, the second engineer on board the steamship *Kudat*, was shot dead in the middle of Hylam Street, Singapore, and Joseph Somers, the Musical Director of the Stanley Opera Company, was arrested on the grave charge of having caused his death. Only the most meagre particulars have as yet been allowed to transpire, but the main facts are quite clear.

Last evening a party of Germans came into collision with a number of men believed to be Americans, or Australians, with whom were one or two Englishmen. The old subject of pride in nationality is said to have been the cause of the quarrel. In any event high words passed between the rivals but at this stage nothing followed.

Shortly after midnight the belligerents met again in Malay Street, whither they had apparently adjourned. The Germans, it is said, had sticks in their hands and began to threaten the American group. Whether they were the worse for liquor or not has not yet been explained, but the fact remains that the first quarrel was renewed and blows were imminent when the Americans made a bee-line for a house in Hylam Street, which has anything but a savory reputation.

The Germans followed them hot foot, and succeeded in catching up with the others just as they were about to enter the house in question. Such an uproar was created that the proprietress of the house slammed the door at the top of the staircase in the faces of the brawlers. There was nothing for it now but to return the same way as they came, and the Anglo-Saxon contingent started to file down stairs.

Meanwhile the Germans were making matters lively at the foot of the staircase. Perfect pandemonium prevailed, both sides shouting challenges to each other and defying all comers. At least such is the story that has come to the ears of the police.

The denizens of Malay Street, Hylam Street and all round that neighbourhood do not easily frightened or even disturbed by a passing fight. They are habituated to the deeds of men and the ways of rascals. Consequently it will be readily understood that the body was seriously inconvenienced by the dismal and dangerous mood that was brewing between the two parties. Nobody seems to

To-day's Advertisements.

SECOND "HANSA"

ORCHESTRAL CONCERT

WILL BE GIVEN IN THEATRE

ON

TUESDAY, 3rd May,

(By Permission of Rear-Admiral VON HOLTZENORFF).

Dress Circle and Stalls ... \$2.00.

Pit ... 1.00.

BOOKING AT THE ROBINSON PIANO Co., Ltd.

Hongkong, 27th April, 1904.

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have come between them, and the Europeans and Antipodeans had the street to themselves. What exactly followed when the Germans retreated in the direction of the street it is difficult to say, but it is alleged that the German, Warburg, raised his stick and aimed a violent blow at Somers.

On the impulse of the moment it is alleged that Somers pulled out a revolver which he was carrying in his pocket at the time and pointed it in the direction of the crowd of Germans. It is said that he had no intention of pulling the trigger, that he merely wished to cow the threatening Germans. But while pointed at Warburg the trigger was snapped and the unfortunate man was shot on the right side of the body.

Warburg cried out that he was killed and the other terror-stricken at what had happened stood by in amazement at their own folly. They laid Warburg on the ground, where he expired within twenty minutes.

Realising the terrible position in which they stood, the others seem to have made an effort to escape justice. But the police had been called and Assistant Superintendent Whitehead and Sergeant Taylor were quickly on the scene. Warburg was dead and there was no trace of his assailants. However after making inquiries a clue was found and the call was given to search all the hotels with the object of bringing every one of the suspected persons under arrest.

The Waverly, Criterion and Adelphi Hotels were searched and every individual who was connected with the two gangs was captured and taken to the Central Police Station where they were placed under lock and key, pending further investigations.

COMMERCIAL.

2 p.m.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

China Sugars	138 b.
Whampoa Docks	212 b.
Ices	210 b.
Langkats	215 b.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 5/16
Do. demand	97
Do. 4 months' sight	1/9 9/16
France—Bank T.T.	2/3
America—Bank T.T.	43 1/2
Germany—Bank T.T.	18 1/2
India T.T.	13 1/2
Do. demand	72 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	87 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	107

1 months' sight L/C	1/9 11/16
6 months' sight L/C	1/9 13/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight	44 1/2
30 days' sight Sydney and Melbourne	1/9 15/16
4 months' sight France	2 7/8
6 months' sight	2 7/8
4 months' sight Germany	18 1/2
Bar Silver	23 1/2
Bank of England rate	3 1/4

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	@ 950/970
" Old	@ 1,010/1,060
" Older	@ 1,080/1,100
" Oldest	@ 1,180/1,200
Patna New	@ 1,340
" Old	@ 1,350
Benares New	@ 1,340
" Old	@ 1,340
Persian Paper	@ 880/920

To-day's Advertisements.

TO LET.

IMMEDIATE POSSESSION.

FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVARN,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd May, at 9.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 27th April, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 28th April, 1904, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,
SUNDRY HOUSEHOLD FURNITURE.
Particulars as per Catalogues.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th April, 1904.

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PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF
Captain W. G. SIMPSON, R.N.,
ON
FRIDAY,
the 29th April, 1904, at 11.00 A.M., at No. 3, Cameron Villas, The Peak,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
contained therein.
Particulars as per Catalogues.
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 27th April, 1904.

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JUST LANDED.

PURE CEYLON TEA I guarantee this Tea to be absolutely Pure and the Best that can be obtained at the price. Quality will speak for itself. Special quotation for quantities.

PRICE 85 CENTS PER LB.

H. RUTTONJEE,

No. 5, D'Almeida Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 27th April, 1904.

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WHERE TO GO FOR YOUR SUMMER VACATION.

THE PROBLEM SOLVED.

COME to our First-class Hotel, situated on the Beach of the Inland Sea at the famous Summer Resort of Shiyo, only 6 miles from Kobe. We quote from Yen 4 upwards per day, with special reductions for Families, and afford you every comfort.

SEA VIEW BEACH HOUSE.

A FIRST-CLASS FAMILY HOTEL.

Shiyo, Japan.

27th April, 1904.

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Entomation.



THE POPULAR

SCOTCH

IS

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained

LANE, CRAWFORD & CO.

Limited.

THOMAS

so much as I had eaten first. Many a time I was tired food for a day; even tea made me ill. At length I began to think that I should have to give up.

"At length I was attracted by an article in a Birmingham paper on the subject of the remarkable cures wrought by Dr. Williams' pink pills for pale people. I persuaded my husband to let me give them a trial, and he obtained two bottles. I had become so bad that I had to beat myself in order to get my breath, and it was misery to be about, and still worse to lie in bed. At the end of the second bottle I noticed a distinct improvement. I took five bottles altogether, and I am now in excellent health and can enjoy my food."

Neither Mr. nor Mrs. Houghton raised any objection to the proposal that the interview should be given every publicity.



Men as well as women benefit by the new blood and new strength which Dr. Williams' pink pills are able to give. But it is only the genuine pills which have the virtue.

If Mr. and Mrs. Houghton had used an imitation or substitute they would be suffering still. It is the genuine pills bearing Dr. Williams' name (and to be obtained post free for two and ninepence from Dr. Williams' Medicine Company, Holborn-viaduct, London, readers have any difficulty in purchasing the genuine at shops) which have cured so many cases of anemia, bile, consumption, fits, gout, indigestion, kidney disease, paralysis, locomotor ataxia, St. Vitus' dance, and the frequent ailments of ladies. Substitutes cure nothing.

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**ACCIDENT IN AN ENGLISH
COAL PIT.**

While working in a Hanley coal pit some years ago John Henshall lost an eye from a spark at the pick-end. The injury set up inflammation, which compelled the doctors to move the eye. Finding his occupation as a miner gone, he has since worked as a gardener and at odd work. He is a most respectable and intelligent man, the victim of repeated misfortunes.



Mr. John Henshall,
Victim of an accident at Hanley.
"I am getting on in years," he said. "I regret"

"eight—and since I lost my eyes, I hardly
 can now work in the pits. That is, however,
 not the only trouble I have had. For, two years
 was laid up with an attack of liver complaint,
 which caused acute indigestion. I also suffered
 from nervous debility. I had agonising pains
 in the head, and was subject to feelings of
 dizziness. I was hardly able to eat, and got
 to a very weak, low, and depressed state of
 health. Indeed, I used to feel at times like a
 man out of his mind, and but for Dr. Williams'
 Pink Pills I don't know what would have
 come of me.
 "To see if I could get any benefit," said Mr.
 Mahall, continuing his story, "I went to
 Rhyl, and spent three weeks at one of the con-
 sistent cures there. But I got no better;
 and, in fact, while at Rhyl I thought my end
 was at hand, and feeling that I should
 never die at home, I came back to Stafford-
 shire. I still suffered on my return, and for
 some time I became an out-patient at the North
 Staffordshire Infirmary, where was Dr. Williams'.
 Pink Pills for pale people that eventually cured
 me."

him. My son was at that time taking Williams' pink pills for pale people, and he came to me to try. I took the greater part of a bottle and in a fortnight they made a new man of me. I was able to go to work."

And how is your health to-day?" was the next question.

"Oh, I am much better," replied Mr. Henshall, "I have a better appetite, my nerves are stronger, and I seem to have more vigour in considering my age. I am feeling very well indeed."

Mr. Henshall, asked if he had any objection to his story being published, said: "I have only to tell you what is true, and there can be no objection to that being published."

The experience of Mr. Henshall is that of many who have suffered from diseases arising from a poor blood and shattered nerves—anaemia, biliousness, constipation, eczema, headaches, indigestion, kidney disease, rheumatism, neuralgia. Dr. Williams' pink pills have cured

men and other diseases in countless cases. And they especially help in those characteristic troubles which they do not talk about. The pills are not a cure-all. They cure by acting on the blood and on the nerves, curing paralysis, locomotor ataxia, St. Vitus's dance, neuralgia. Only the genuine pills, bearing Dr. Williams' name, cure. Substitutes are not cures. Genuine pills post free from J. C. Williams' Medicine Company, Holbrook, N. Y., for two shillings and sixpence; but can be had at all medicine shops if you take care to get the right ones, which if you take care to give them credit for, cost so much less than this variety of Ad.

MacEwen
Brickel
& Co.

AGENTS IN THE FAR EAST FOR JOHN JEFFREY & Co. HERIOT BREWERY.
EDINBURGH.

FINE OCTOBER ALES.

A stock of JEFFREY'S fine OCTOBER BREW has now been landed and is being offered in
FIRKINS of 9 gallons;
KILDERKINS of 18 gallons;
HOGSHEADS of 54 gallons;
PINTS (7 doz. to the case).

Also JEFFREY'S popular EDINBURGH XXX STOUT in cases of 7 doz. pints.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
at 1 P.M., the Company's Steamship
"ANNAM," Captain R. Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of Call,
WITHOUT SHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Nera* bound for
MARSEILLES and BOMBAY and ADEN.
Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 2nd May, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX.

Agent.

Hongkong, 20th April, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMER-
ICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 7th May,
at Noon, taking Passengers and Cargo for the
above Ports.

Stk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th April, 1904.

Consignees.

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"STRASSBURG,"

Captain Madsen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 2nd May will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 2nd May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE

Hongkong Office.

Hongkong, 25th April, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNIA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. TO-DAY, the 25th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 25th April, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of
the 28th instant, will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED.

Agents.

Hongkong, 26th April, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"ALGOA,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for counter-signature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by WEDNESDAY, the 27th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. HILDEN,

Agent.

Hongkong, 23rd April, 1904.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in

any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 23rd April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Marina*.From Australia, ex S.S. *Oceana*.From Calcutta, ex S.S. *Nubia*.

From Persian Gulf, &c., ex B. I. S. N. and

B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 28th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BANCA,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B.I.S.N. and B. & P.

S. N. Co's Steamers.

Goods not cleared by the 28th instant at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Co-
downs for examination by the Consignees' and
the Company's representative at an appointed
hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERV.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$650,000 \$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.934 for half-year ending 31.12.1903	6 1/2 %	\$655
National Bank of China, Limited	4,453	£10	£8	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1913	5 1/2 %	London 6 1/4 \$36 buyers \$10
Do. Founders	750	£1	£1			None		
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$784,415 \$306,872 \$50,000 \$151,932 \$331,142 \$322,134	\$1,959,926	\$32 for 1902	6 1/2 %	\$525 buyers
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000 Tls. 500,000 Tls. 31,850	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 300,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 6 1/2 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,704	\$186,284	\$12 for 1902	10 %	123 buyers
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	8 %	\$185 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$374,110	\$22 1/2 for 1902	7 1/2 %	\$290 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$0	\$1,250,000 \$125,075 \$1,561	\$3,904	\$6 dividend & \$1 bonus for 1902	8 1/2 %	\$83 1/2
SHIPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$5	\$1,250,000 \$633,000 \$149,009 \$149,009	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	29 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£0	\$1,000,000 £80,000	£5,380	10/- for 1902	6 %	\$95
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$1,250,000 \$185,000	Dr. \$63,123	\$5 for 1900		\$21 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$71,853	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$7,750	\$137	\$1.20 for year ending 30.4.03	3 1/2 %	\$12 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$35,000		\$8 for second half year 1902	11 %	\$145
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,000,000 £4,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	5 %	22 1/2 buyers
Taku Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sales
Do. Preference	100,000	Tls. 50	Tls. 50	none		Tls. 1 1/2 making Tls. 3 1/2	7 1/2 %	Tls. 47 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$135 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$10 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	5 %	Tls. 51 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Interim of Fcs. 30 for 1903		\$500
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$8,750	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$211 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 145 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,850,000		\$6 for first half year 1903	4 1/2 %	\$250 buyers
Riley Harbours & Co., Limited	6,000	\$100	\$100	\$150,000		\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 1/2 buyers
Do. Preference	2,750	\$100	\$100	\$1,000,000		\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$450,890		\$10 for first half year 1902		\$205 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	5 %	\$101
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,110 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 152 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 1/2 %	Tls. 190 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$4,548	\$2 1/2 for 1902	6 1/2 %	\$7 1/2 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Final of \$6 making \$12 for 1903	8 %	\$150 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 108 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$35
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1/20 making \$5 for 1903	6 1/2 %	\$52 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 29,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 146 buyers
Astor Hotel Company, Limited (Shanghai)	30,000	Tls. 25	Tls. 25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$35 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 6,804	Tls. 1,496	Tls. 14 for the year ending 31.3.1903	10 %	Tls. 15 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	\$1,989	First year	12 1/2 %	\$40
Tientsin Hotel, Limited	600	Tls. 50	Tls. 50	none	Tls. 3,530	\$5 for the year ending 28.2.1903	7 %	Tls. 50
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none		Interim of Tls. 3 1/2	8 1/2 %	\$10 1/2 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$99,177	90 cents for 1903		
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 0.1903	12 1/2 %	Tls. 31
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Nil	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 2,619	Tls. 25,101	4 % for 1897		Tls. 170 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$0	none	\$11,121	Final of 60 cents making \$1 for the year ending 31/03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 25,000 \$41,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 60 sales
Alhambra, Limited	300	\$20	\$200		\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$10 buyers
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	6 1/2 %	\$23 buyers
China-Horneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	7 1/2 %	\$84 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$3,077	Interim of 50 cents for 1903	7 %	\$14 1/2 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,043	\$5 for 1903	14 1/2 %	\$7 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000		\$5 for year ended 31.7.1902		\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	9 %	\$9
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	90 cents for year ending 30.4.1903	7 1/2 %	\$13 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£218,500 Tls. 100,000	£7,387	£1 div. and 2/- bonus for 1902	6 1/2 %	\$140 buyers
Shanghai Gas Company, Limited	106,600	Tls. 50	Tls. 50	Tls. 108,172 Tls. 110,000	Tls. 7,548	Final of Tls. 3 & bonus of Tls. 1 1/2 making Tls. 4 1/2 for 1903	7 1/2 %	Tls. 115 sales
Shanghai Waterworks Company, Limited	7,000	Tls. 100	Tls. 100	Tls. 110,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	7 %	Tls. 400 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T. Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	\$180,000	Tls. 413	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T. Tls. 130 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$80,000	\$12,802	Interim of \$3 for 1903	13 1/2 %	\$30 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	\$50,000	\$8,395	\$10 for 1903	7 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$42 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	\$3.75 of \$12 making \$16 for 1903	7 1/2 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$20 for second half-year 1903	9 1/2 %	\$600 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$7 1/2	\$6	\$30,000	\$4,830	\$20 for year ending 30.11.1903	9 1/2 %	\$13 buyers
Dairy Farm Company, Limited	10,000	\$10	\$10	\$55,000	\$3,029	\$5 for 1903	8 %	\$53
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$100	None		\$24 sellers
Bell's Asbestos Eastern Agency, Limited	8,654	£10	£10	none	\$119	90 cents for year ended 31.5.1903	10 %	\$24 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000		\$19.70	14 1/2 %	\$24 buyers
Do. Founders	100	\$10	\$10	none	\$1,548	Final of 60 cts making 1.12 for the year	8 %	\$15
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	Dr. \$7,053	None		\$2 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	10 1/2 %	\$24 buyers
William Powell, Limited	12,000	\$10	\$10	none		First quarterly dividend of Tls. 10	14 %	Tls. 287 1/2 buyers
Maatschappij tot Mijnen, Bosch- en Landbouwen- plooiing in Langkat	25,000	Gs. 100	Gs. 100	Tls. 314,669	Tls. 27,187	Tls. 5 for 1903	7 1/2 %	Tls. 70 buyers
Shanghai Horse Buggy Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 124 buyers
Shanghai Pulp and Paper Company, Limited	4,650	Tls. 100	Tls. 100	none	Tls. 3,888	Final of \$1.20 making \$ 74 for 1903	13 1/2 %	\$20 sellers
Central Stores, Limited, Ordinary	6,000	\$15	\$12	\$7,000	\$1,233	Tls. 5 for 1902	13 1/2 %	Tls. 70 buyers
Do. Founders	123	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 6 for 1903	9 1/2 %	Tls. 62 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	Tls. 255,000	Tls. 1,942	\$10 for 1903	7 1/2 %	\$135
Chi-na Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$16,223		\$1 div. and 25 cents bonus for half year	8 1/2 %	\$ 3 1/2 buyers
Katz Brothers, Limited	19,000	\$100	\$100	none		ended 30.9.03	8 %	\$ 27
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000		\$5 div. and \$4 bonus for 1903	8 %	\$ 50
Fraser and Neave, Limited	4,500	\$50	\$50	none		22 for year ended 31.10.1901	8 %	\$ 25
Maynard and Company, Limited	3,400	\$10	\$10	none		First year		\$ 25
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	3,200	\$50	\$50	none				\$ 25
South China Morning Post, Limited	6,000	\$25	\$25	none				\$ 25